



The S.B.A.C. Display

Full Report from Farnborough : Some 40 New Aircraft : Excellent Progress in Gas Turbine Development

Illustrated by "Flight" photographs and sketches.

IF anyone should say that, because of the lengthy gestation of a new aircraft and aero engine, an annual show is too frequent, the Society of British Aircraft Constructors has certainly confounded such an argument this year. No one would venture to say that there are not sufficient new wares on display this afternoon—indeed, there are nearly 40 aircraft of all types which have not been seen before at an S.B.A.C. show.

Those words, spoken by the Minister of Supply, Mr. G. R. Strauss, M.P., at the official opening luncheon at Farnborough, will be echoed by everyone who had the good fortune to attend last week's display and exhibition. There has been so much criticism, most of it unjustified, of the British aircraft industry that many began to think there must be some basis for it. Farnborough gave an effective and convincing answer. The show was truly magnificent, and there can be few of the 2,000 or so special guests from overseas who are not going back to their own countries with a firm conviction that Great Britain is still in the forefront where aviation material or every kind is concerned.

The effects of the S.B.A.C. show are not easy to assess, but there is no doubt that last year's show at Radlett helped very materially in bringing the export figure up to nearly £24,000,000. This year promises even better, and how thoroughly the S.B.A.C. had "covered the world" in its invitations is shown by the fact that no fewer than 69 countries were represented, a far greater number than at

any previous event of this kind. Altogether some 10,000 invitations to see the display were accepted, and there were probably few, judging from the huge attendance, who failed to turn up. The number of different tongues heard at Farnborough was quite remarkable, many of them unrecognisable to British ears. The organisers could not possibly cater linguistically for them all, but by broadcasting the commentaries in French and Spanish as well as in English there were probably few who could not follow the announcements in one language or other.

On the whole, the organization was excellent, and every interest was catered for by having flying demonstrations in the afternoons of the first three days, with a "grounded" day on the Friday, when technicians and engineers from the industry and from Government departments had an opportunity to study the exhibits closely and at leisure. The general public turned up by the thousands on the Saturday and Sunday afternoon, when the same flying demonstrations were given as during the "trade days." Sunday morning had very properly been set aside for the personnel of the Royal Aircraft Establishment itself.

On the following pages are given illustrated reports and impressions of the exhibits and flying displays, from which those of our readers who were unable to visit Farnborough will be able to form an opinion of the very high standards achieved by the British aircraft industry in its ninth exhibition.

WELCOMING THE GUESTS: Sir Roy Dobson, president of the S.B.A.C., speaking at the official luncheon at Farnborough. On his right are Sir Frank Spriggs, managing director of the Hawker Siddeley group, and Mr. G. R. Strauss, Minister of Supply. On his left can be seen Mr. A. Henderson, Secretary of State for Air, Mr. W. R. Verdon Smith, vice-president of the Society, and Mr. G. Lindgren, Parliamentary Secretary, Ministry of Civil Aviation. On the left, in the foreground, is Mr. E. C. Bowyer, director of S.B.A.C., who is seated next to Capt. Vroonen of the Belgian Air Ministry.

